

Intimations.

A STRIKING SUCCESS!

MAYPOLE SOAP

WILL DYE TO ANY SHADE. BUT WON'T WASH OUT OR FADE.

DOES NOT DYE THE HANDS.

For Dyeing SILKS, SATINS, COTTONS, FEATHERS, LACE, WOOLLEN GOODS, OR MIXTURES OF COTTON AND WOOL, &c.

Such as Blouses, Dresses, Underclothes, Ribbons, Children's Frocks, Pin-folds, Lamp Shades, Silk Scarves, Handkerchiefs, Gentlemen's Shirts, Lace Curtains, Silk Gloves, Stockings, Antiseptics, Toilet Mats, Shawls, &c., &c., &c.

COLOURS STOCKED.

Cream, Heliotrope, Pink, Canary, Mauve, Aloe-Grass, Light Blue, Terra-Cotta, Orange, Nut-Brown, Scarlet, Black, Cerise, and Cardinal.

SOLE AGENTS for Hongkong and China,

WATKINS & CO., Apothecaries' Hall, 66, Queen's Road Central.

Dr. KNORR'S
ANTIPYRINE

patented

"LION BRAND."

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS,

NERVOUS AFFECTIONS,

ARGONIN.

(Registered Trade Mark.)

SOLUBLE (CASPEN-SILVER) PREPARATION.

Used in Gout, Rheumatism, and all cases of acute inflammation, possesses a similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

Dr. OVERLACH'S
MIGRAININE

"LION BRAND"

(ANTIPYRINE—CAFFEINE—CITRATE)

(1) Excellent results in the severest cases of migraine, as well as in headache arising from alcohol, nicotine and morphia poisoning, neuritis, influenza, grippe, &c.

(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrantine acts simultaneously as an anesthetic.

(3) Use only Dr. OVERLACH'S MIGRAININE, "LION BRAND," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

Sole Manufacturers—

FARNWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.

Literature of the above Preparations supplied gratis at request to medical men.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Roach, will be despatched for the above ports on FRIDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 21st July, 1897. [1113]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI AND VLADIVOSTOK.

(Taking Cargo and Passengers at through rates for SHANGHAI, HANKOW, KIUKIANG, CHEFOO, TIENTSIN & NEWCHANG.)

THE Company's Steamship

"CHUNSAUNG,"

Captain Bai'er, will be despatched as above on FRIDAY, the 23rd instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 21st July, 1897. [1110]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN.

THE Company's Steamship

"TARSANG,"

Captain P. H. Rolfe, R.N.R., will be despatched as above on FRIDAY, the 23rd instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 14th July, 1897. [1079]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Company's Steamship

"ONSANG,"

Captain J. Kynoch, will be despatched as above on FRIDAY, the 23rd instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th July, 1897. [1108]

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

THE Company's Steamship

"YAMASHIRO MARU,"

Captain J. Jones, will be despatched for the above ports on FRIDAY, the 23rd instant, at 4 P.M.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.

A daily qualified Doctor and a European Stewardess are carried.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 6th July, 1897. [1037]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CROMARTY,"

Captain Duncan, will be despatched as above on or about FRIDAY, the 23rd instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 16th July, 1897. [1029]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CATHERINE APCAR,"

Captain E. Fyfe, will be despatched for the above ports on SATURDAY, the 24th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSON, SONS & Co., Agents.

Hongkong, 19th July, 1897. [1098]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"NINGCHOW,"

H. Willis Jones, Commander, will be despatched as above on or about the 24th instant.

For Freight or Passage, apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 21st July, 1897. [1118]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"BENVENUE,"

Captain Sachet, is due here about 22nd instant, and will have quick despatch.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 8th July, 1897. [1048]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 Ar British Ship

"FALLS OF DEL,"

Lock Master, shortly expected, will load here for the above port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 4th February, 1897. [1044]

FOR SAN FRANCISCO.

THE 100 Ar British Ship

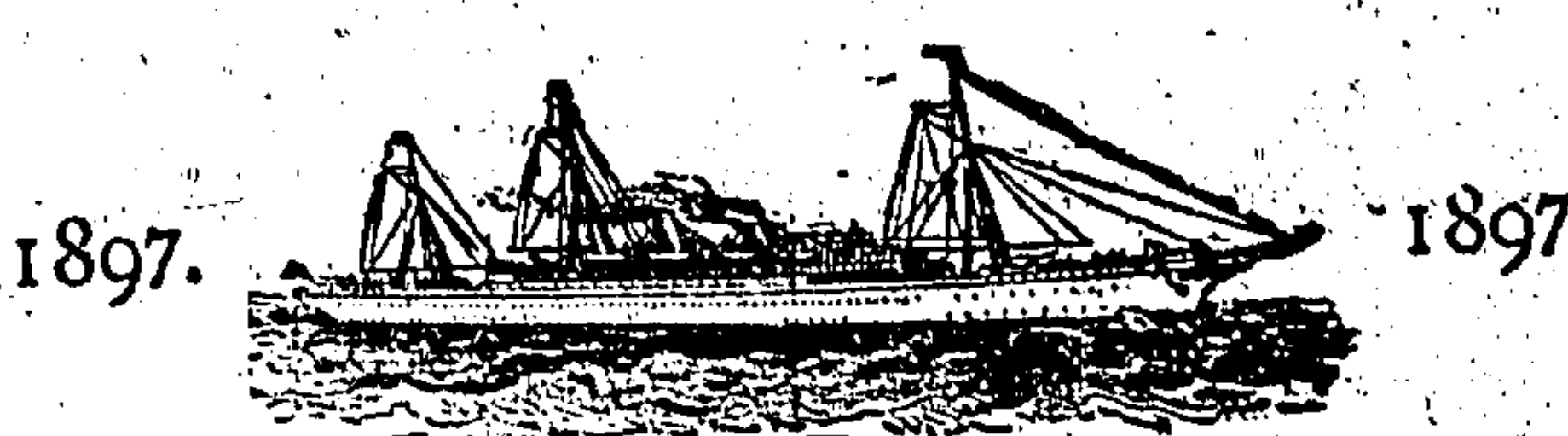
"HEATHBANK,"

McKean's Master, shortly expected, will load here for the above port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 17th July, 1897. [1071]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 11th Aug.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 11th September.

EMPRESS OF JAPAN...Comdr. H. Fyfe, R.N.R....WEDNESDAY, 29th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and thereby make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific Journey (avoiding the rough seas generally experienced in the latitude further South) and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Coast at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Paddy's Street.

Hongkong, 21st July, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE,

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Amoy (via Amoy, Nagasaki, Kobe, Yokohama and Honolulu) ... Saturday, 24th July, at Noon.

City of Amoy (via Amoy, Nagasaki, Kobe, Yokohama and Honolulu) ... Saturday, 14th Aug., at Noon.

City of Amoy (via Amoy, Nagasaki, Kobe, Yokohama and Honolulu) ... Thursday, 2nd Sept., at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 24th July, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare for one year, or who have paid full fare for two years, or who have paid full fare for three years, or who have paid full fare for four years, or who have paid full fare for five years, or who have paid full fare for six years, or who have paid full fare for seven years, or who have paid full fare for eight years, or who have paid full fare for nine years, or who have paid full fare for ten years, or who have paid full fare for eleven years, or who have paid full fare for twelve years, or who have paid full fare for thirteen years, or who have paid full fare for fourteen years, or who have paid full fare for fifteen years, or who have paid full fare for sixteen years, or who have paid full fare for seventeen years, or who have paid full fare for eighteen years, or who have paid full fare for nineteen years, or who have paid full fare for twenty years, or who have paid full fare for twenty-one years, or who have paid full fare for twenty-two years, or 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and fifty-one years, or who have paid full fare for three hundred and fifty-two years, or who have paid full fare for three hundred and fifty-three years, or who have paid full fare for three hundred and fifty-four years, or who have paid full fare for three hundred and fifty-five years, or who have paid full fare for three hundred and fifty-six years, or who have paid full fare for three hundred and fifty-seven years, or who have paid full fare for three hundred and fifty-eight years, or who have paid full fare for three hundred and fifty-nine years, or who have paid full fare for three hundred and sixty years, or who have paid full fare for three hundred and sixty-one years, or who have paid full fare for three hundred and sixty-two years, or who have paid full fare for three hundred and sixty-three years, or who have paid full fare for three hundred and sixty-four years, or who have paid full fare for three hundred and sixty-five years, or who have paid full fare for three hundred and sixty-six years, or who have paid full fare for three hundred and sixty-seven years, or who have paid full fare for three hundred and sixty-eight years, or who have paid full fare for three hundred and sixty-nine years, or who have paid full fare for three hundred and seventy years, or who have paid full fare for three hundred and seventy-one years, or who have paid full fare for three hundred and seventy-two years, or who have paid full fare for three hundred and seventy-three years, or who have paid full fare for three hundred and seventy-four years, or who have paid full fare for three hundred and seventy-five years, or who have paid full fare for three hundred and seventy-six years, or who have paid full fare for three hundred and seventy-seven years, or who have paid full fare for three hundred and seventy-eight years, or who have paid full fare for three hundred and seventy-nine years, or who have paid full fare for three hundred and eighty years, or who have paid full fare for three hundred and eighty-one years, or who have paid full fare for three hundred and eighty-two years, or who have paid full fare for three hundred and eighty-three years, or who have paid full fare for three hundred and eighty-four years, or who have paid full fare for three hundred and eighty-five years, or who have paid full fare for three hundred and eighty-six years, or who have paid full fare for three hundred and eighty-seven years, or who have paid full fare for three hundred and eighty-eight years, or who